
State of Washington

# Freight Mobility Strategic Investment Board

## 2003 Activities and Recommendations Report

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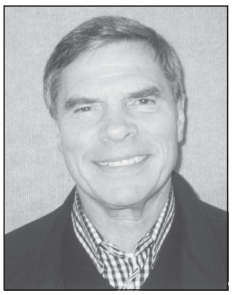
# 2003 Freight Mobility Strategic Investment Board Members

EXECUTIVE SUMMARY

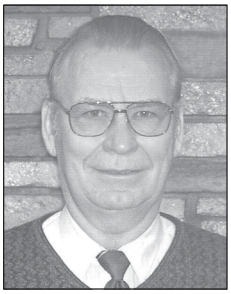


**Dan O'Neal**
*Greenbrier Companies, Inc*
*Former ICC Chairman*

**Pati Otley**
*Director, Govt. Affairs BNSF Railway*
*Railroad Representative*

**Jim Toomey**
*Executive Director, Port of Pasco*
*Port Representative*

**Carol Moser**
*Mayor Pro-Tem, City of Richland*
*City Representative*



**Don Lemmons**
*President, Interstate Wood Products*
*Trucking Representative*

**Dick Marzano**
*Port Commissioner, Port of Tacoma*
*Port Representative*

**Mark Asmundson**
*Mayor, City of Bellingham*
*City Representative*

**Cliff Benson**
*Past President, Puget Sound Steamship Operators*
*Shipping Representative*

**Andrew Johnsen**
*Transportation Policy Advisor*
*Governor Locke*

**Doug MacDonald**
*Secretary WSDOT*
*Washington State Dept. of Transportation*

**Ross Kelley**
*Spokane County Engineer*
*County Representative*

***Staff:***

***Karen Schmidt***
*Executive Director*

***Sandy Lockhart***
*Confidential Secretary*

# MISSION STATEMENT

The mission of the Freight Mobility Strategic Investment Board is to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national and international markets, which enhances trade opportunities. The Board also is charged with finding solutions that lessen the impact of the movement of freight on local communities.

Washington's economy is very dependent upon trade and reliant on our ability to compete in a global economy. To remain competitive we need to move our products and goods efficiently. The State's economic competitiveness depends on the efficiency of the multimodal transportation system for the movement of freight

The Board will propose policies, projects, corridors and funding to the Legislature to promote strategic investments in a statewide freight mobility transportation system. The Board will also propose projects that soften the impact of freight movement on local communities.

EXECUTIVE SUMMARY

# AGENCY GOALS:

- Optimize freight mobility by reducing barriers on Washington's strategic freight corridors.
- Take leadership role informing the public regarding freight mobility transportation needs and issues.
- Cooperate and coordinate with the public and private transportation partners so that we work together cost effectively.

# Executive Summary

EXECUTIVE SUMMARY

**2003** was an important year for transportation. With the passage of a revenue package to begin to correct the deficiencies within the state's transportation system, the state began projects that would ease some of the congestion and access problems on our state's highways. While the Board recognizes this as a first step, it is anxious to assist the Legislature in developing the next step to address the needs of the state's freight corridors.

Data from the first two years of the five-year Strategic Freight Transportation Analysis, which was funded in 2001, is now providing information on what is on our highways, origin and destination data, and other valuable information that can be used by state and local agencies to improve planning efforts. The multiagency analysis involves the Department of Transportation, CRAB, Cities, Counties, Community Trade and Economic Development and FMSIB, while the actual data gathering and analysis is being done by Washington State University.

The Board was pleased to be able to continue to work for cost savings in the operation of the agency. As in past years, FMSIB under spent the biennial budget and in 2003 was able to return about 12% of its original appropriation.

**Discretionary Ports:** Over two-thirds of Washington State imports are destined for locations elsewhere in the US. Therefore, in many respects, key Washington ports are discretionary, meaning the cargo (and the ocean shipper that carries it) can choose to dock at Oakland, Long Beach, Vancouver, B.C., or elsewhere. One major benefit associated with Washington's discretionary container traffic is the "back-haul" opportunity it provides for Northwest exports, from hay to manufactured goods.

The Benchmark project to develop baseline data on freight traffic movement has drawn attention at the Federal level. The Federal Highway Administration has selected our project as one of five projects they are studying for possible national application. The data gathering and analysis is being done in conjunction with the University of Washington and CVISN, the highly successful commercial vehicle program that uses transponders to allow trucks, that are in compliance, to bypass weigh stations.

Outreach continues to be an important part of our program. We continue to emphasize the importance of freight to our economy and to our jobs. Both the staff and Board members are involved in seeking opportunities to carry our message to broader audiences.

The Board met at various locations around the state to encourage local input into the Board's policies and planning decisions. While congestion is a key obstacle to freight movement in the Puget Sound Region, access to markets and competitive transportation costs are essential to much of Eastern Washington. Hearing from the people involved in freight movement around the state helps board members see how the pieces need to fit together even though solutions differ.

# Executive Summary

Congress continues to debate the next transportation act and is weighing many competing interests. Freight seems to measure highly on the list of both House and Senate Committee priorities and could help with match funding for some of our critical freight mobility projects in the future. FMSIB was part of a broad coalition from the state that discussed freight with our state's Congressional Delegation.

Both House Chairman Ed Murray and Senate Chairman Jim Horn provided the freight interests with opportunities to update legislators on freight needs statewide. Time was made on legislative agendas for testimony both in Olympia and Pasco. Chairman Horn also spent more than 30 hours traveling around the state to familiarize himself with freight needs and partnership goals.

Governor Locke convened a Maritime Summit to determine what was needed to keep our trade corridors vibrant to provide the support to our state's economy, which will keep good jobs here in Washington. Some of the findings and recommendations are found in this report.

Also included in this report is information about parts of our freight delivery system that is in private ownership, and the deep water ports through which much of our commerce passes. To have a complete view of freight mobility in this state, we need to look at both public and private sector investments, needs, and challenges. These entities are also partners in many of the state's Freight Mobility Board projects.

The activities of the Board continue to be carried out by a two person staff in keeping with the Board's desire not to create additional positions but instead purchase whatever technical assistance it needs from either the private sector or other state agencies, whichever is more cost effective.

This report presents the Freight Mobility Strategic Investment Board's activities during 2003 and the Board's recommendations to the Governor and 2004 Legislature. Meeting minutes recording FMSIB's activities are available on our website at www.fmsib.wa.gov

EXECUTIVE SUMMARY

# History of FMSIB

HISTORY

In 1996 the Legislative Transportation Committee (LTC) designated the Freight Mobility Advisory Committee (FMAC) to analyze the state's freight mobility needs, identify high-priority freight transportation projects, and recommend policy to the Legislature. The FMAC recommended that the state take the lead in implementing a freight mobility transportation program that would form funding partnerships among all the interested parties for improvements statewide along strategic freight corridors.

In 1997 the Washington State Department of Transportation (WSDOT) convened the Freight Mobility Project Prioritization Committee (FMPPC) to recommend specific criteria for use in ranking freight mobility projects and established a statewide freight mobility project list.

### Freight Mobility History:

- 1996 – FMAC Designated
- 1997 – FMPPC Established
- 1998 – FMSIB Created
- 1999 – FMSIB Office Opened
- 2000 – FMSIB Project Scoring Criteria Revised
- 2001 – First Three FMSIB Projects Completed
- 2002 – Development of Benchmark Standard Initiated
- 2003 – FHWA selects FMSIB Project as Potential National Model

In 1998 the Legislature created Chapter 47.06A RCW Freight Mobility, which established a state freight mobility policy and also the Freight Mobility Strategic Investment Board (FMSIB) for the purpose of reviewing, prioritizing, and recommending freight mobility transportation projects that are of strategic importance to the State of Washington.

The 12-member Board includes representatives from cities, counties, ports, railroads, steamship operators, the trucking industry, the Governor's office, the Secretary of the Department of Transportation, and a public member. The Board is required to provide periodic progress reports on its activities to the Office of Financial Management and the Legislative Transportation Committee.

The Board opened an independent office in 1999 to represent freight needs without regard to jurisdiction. It hired an Executive Director and Secretary to work directly with project partners, plan and execute board meetings, retreats and coordinate with the Legislature, Governor's office, and others interested freight mobility.

The Board was directed to solicit proposed freight mobility projects from public entities that meet the eligibility criteria summarized as follows:

- The project must be on a strategic freight corridor;
- The project must meet one of the following conditions:
  1. It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility;
  2. It is primarily aimed at increasing capacity of the movement of freight with only incidental benefits to general or personal mobility; or
  3. It is primarily aimed at mitigating the impacts on communities of increasing freight movement, including roadway/railway conflicts; and
- The project must have a total public benefit/total public cost ratio of equal to or greater than one.

Chapter 47.06A RCW charged the Board to evaluate and rank eligible freight mobility and freight mitigation projects by using the multi-criteria analysis and scoring framework developed by the FMPPC.

# History of FMSIB



In addition, the Board was directed to leverage the most partnership funding possible and give priority ranking to projects with the highest level of non-program funding. Furthermore, the legislation allows the Board to supplement and refine the priority criteria when they have gained expertise and experience in administering the freight mobility program. The Board refined the orginal criteria in 2000.

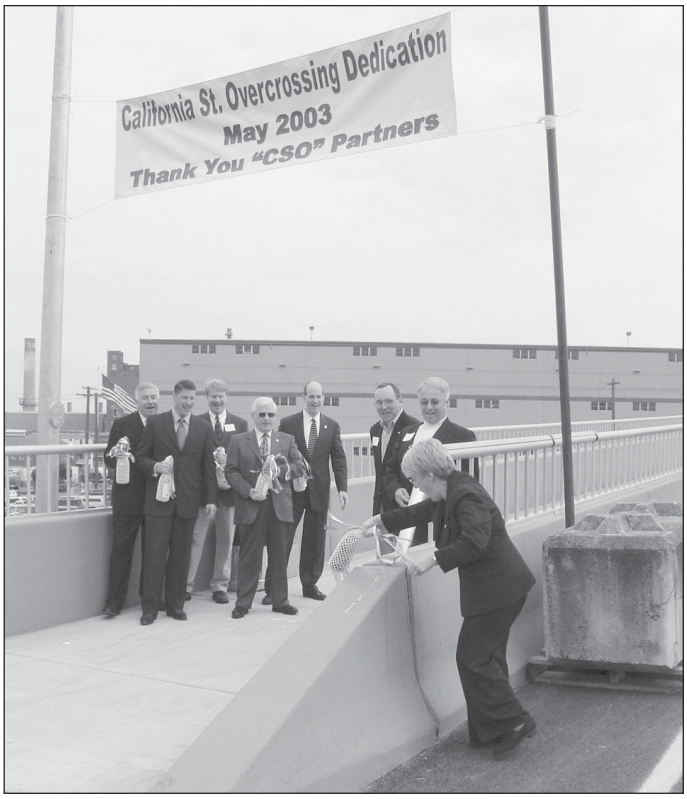
By applying these conditions to the projects submitted, in 1998, FMSIB recommended to the Legislature a list of prioritized freight mobility projects with a total value of $1.23 billion. This recommendation leveraged a state investment of approximately $472 million, with almost $760 million in partnership funding.

Passage of Initiative 695 in 1999 eliminated all dedicated funding for the freight projects previously approved by the Legislature. Funding for 13 of the 33 projects was reinstated by the 2000 Legislature. The Board issued its first "call for projects" and selected 19 additional projects out of 52 applications.

In 2002 the Board developed benchmark standards and created a multiagency steering committee to assure that the applications would provide meaningful data to a broad range of other agencies as well as FMSIB.

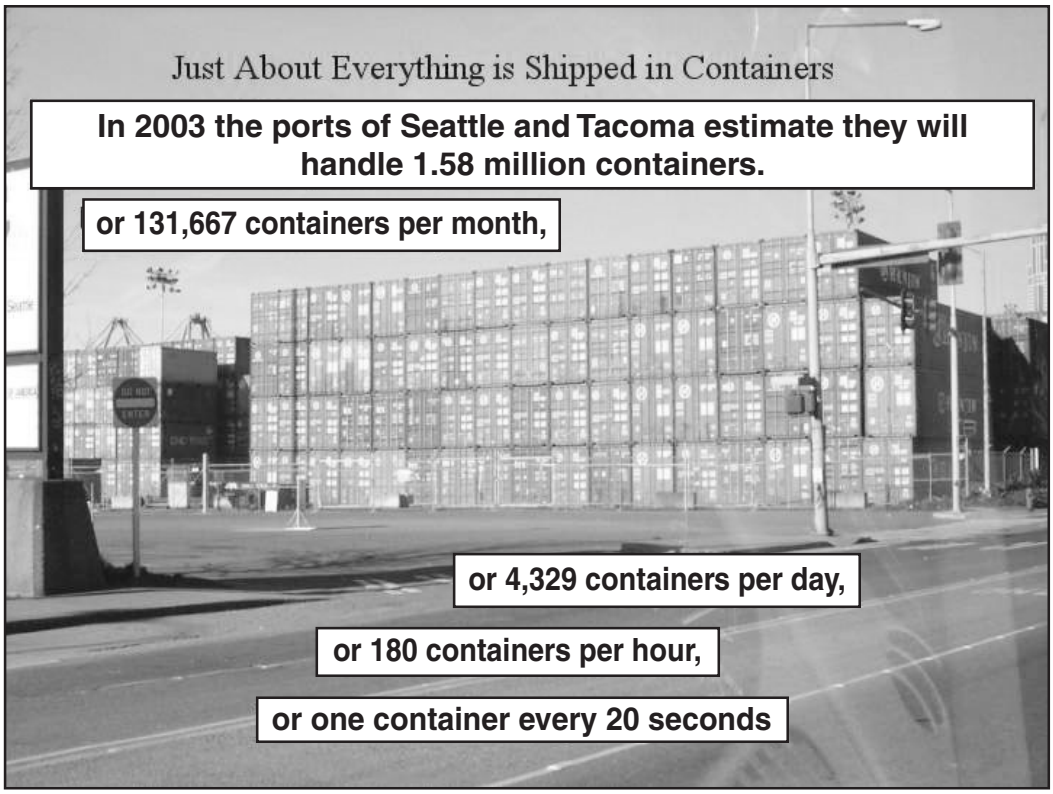
All the Freight Mobility projects funded by the 2000 Legislature are either completed and open to the traveling public, or are currently under construction.

In 2003 the Federal Highway Administration selected the agency's freight data gathering and analysis project as one of five projects to be studied in the U.S. for possible national application.




*From left: Snohomish County Executive, Bob Drewel; State Senator Aaron Reardon; Transportation Policy Advisor, Office of the Governor, Andrew Johnsen; Everett Mayor, Frank Anderson; U.S. Congressman, Rick Larsen; FMSIB Board Member, Cliff Benson and Everett Port Commisioner, Don Hopkins. Senator Patty Murray christens the new California St. access to the Port of Everett.*

# Projects and Facts




The largest of the post-Panamax ships coming into Puget Sound carries more than 6,600 containers. A standard "unit train" transports about 220 containers, so one ship would comprise 30 trains with each train measuring about one and three quarter miles long.


*Photo courtesy of Don Wilson - Port of Seattle.*

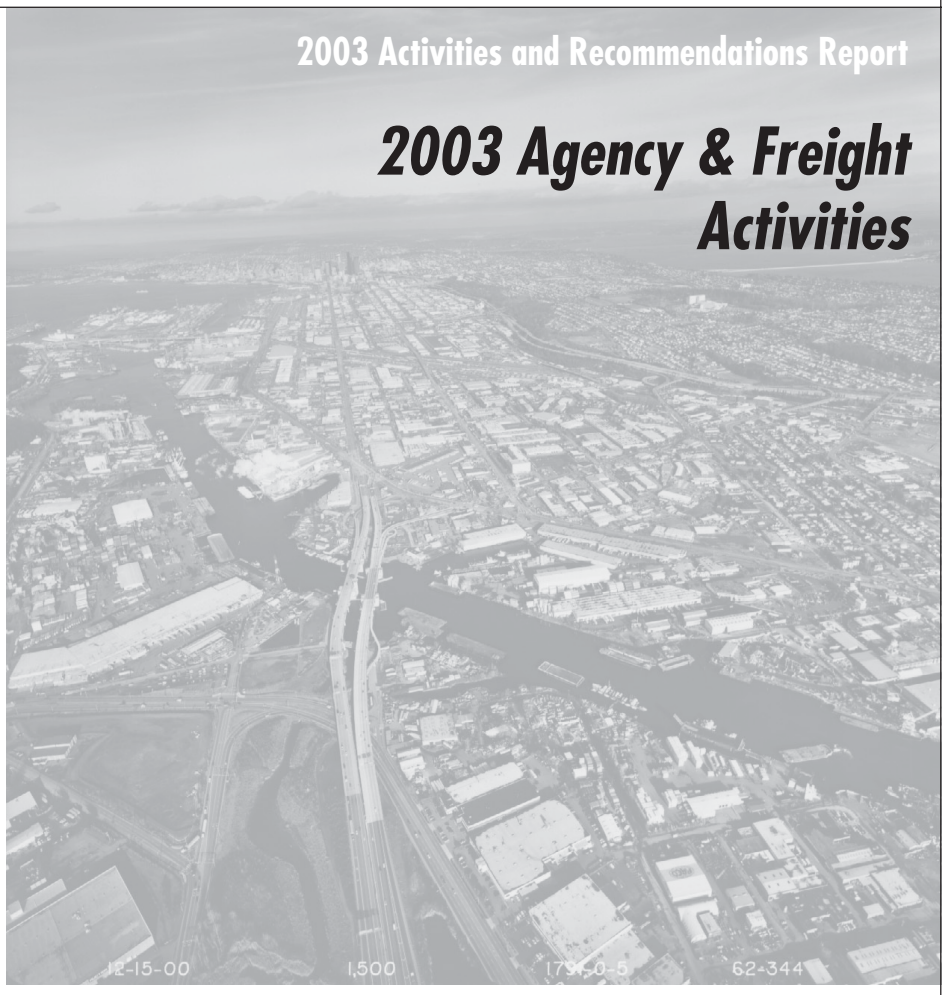
ACTIVITES

State of Washington

# Freight Mobility Strategic Investment Board

2003 Activities and Recommendations Report

# *2003 Agency & Freight Activities*



ACTIVITIES

## Investing in the State's Future

The year 2003 brought much needed revenue to the State DOT system. After more than a decade, the Legislature supported a nickel gas tax to help pay for some long needed investments in the transportation system. The funds will be a first step in returning the state's transportation system to the safety and mobility standards enjoyed during the early 1990s and before.

Some of the Freight Mobility Board projects on the State Highway system were included in the funding package. Five received complete funding and others received partial funding.

Two important Freight Mobility Board projects off the DOT system were also selected for funding. "D" Street in Tacoma will improve the rail line allowing greater train speeds through the Tacoma area for BNSF, UP and Sound Transit. Kennewick will construct a grade separation on Columbia Center Blvd., a busy strategic corridor in Eastern Washington.

The Board was pleased that the Legislature included help for the freight delivery system in the final package and salutes the leadership of the House and Senate Transportation Chairmen and legislative members who made an investment in Washington's future and economy.

The Board was disappointed, however, that more of the critical freight projects on strategic corridors were not funded and that an ongoing funding source for freight projects was not found to replace the original dedicated funding lost in 1999. We believe it is critical to send a signal to domestic businesses throughout the state and nation as well as international trade community that Washington is serious about moving freight throughout our state, and that this is an ongoing effort – not a one time event.

A number of the projects on the Freight Mobility list are ready to go to construction immediately and some are in jeopardy of losing partnership support if they do not proceed. A full list of the recommended projects for 2004 can be found on page 28.

## Strategic Focus

The Board is developing a current statewide strategy for freight. Members and staff have initiated various efforts in that regard. As part of the undertaking the Board has been developing information around the state through its Outreach program which is discussed later. It also plans to use data from its Benchmarking process to determine where projects have or have not been successful and where other projects or operations adjustments might be needed. It is considering how to constructively channel input from the freight community which cannot at this point initiate project requests. The discussion later in this report entitled "The State of Freight in Washington State" is part of gathering current information for strategic development. The Board is also reaching out to knowledgeable individuals with private and public transportation experience to develop a strategic focus. A significant aspect of this effort will be the Statewide Freight Transportation Analysis (SFTA) discussed briefly below.

## Strategic Freight Transportation Analysis (SFTA)

The data gathering and analysis funded for the first two years of this five year effort are beginning to yield much needed information about where trucks are going in this state and what they are carrying. This information is

being shared with state and local jurisdictions to assist in their planning efforts. Many of the facts and statistics developed in the analysis are part of this report.

## Board Saves $78,278

The Freight Mobility Board was pleased to end the 2001-03 biennium 12 % under budget. The Board was able to use a variety of money saving opportunities to keep expenses below the original budget passed by the Legislature. By taking this proactive approach, we were able to return $78,278 from our $617,000 administrative budget to the state. *

## Benchmark

Federal Highway Administration auditors have selected the FMSIB benchmark grant as one of five federal grants to have nationwide significance and are closely monitoring the results. This is the first time that any organization has attempted this kind of a project and interest in the results are high. The Freight Board is working with CVISN and the University of Washington on this cutting edge effort.

The FMSIB grant project will do a number of things including;

1. Determing baseline freight congestion information and then using that information to measure traffic relief due to infrastructure improvements.
2. Measure and make available freight travel times (for trucks) in a "real" time mode creating the possibility of a truck website with real time information.
3. Security applications.

*An additional $100,000 was included in the original appropriation for the SFTA analysis

# Outreach

## Statewide Board meetings

Much of the year was spent in outreach efforts, by both the staff and members of the Board. The Board continued their statewide outreach by conducting board meetings in Vancouver, Olympia, SeaTac, Bellingham, Pasco, and Seattle in 2003. Three board members also serve on regional planning organizations, where they are able to include freight needs in regional planning programs – Carol Moser (Benton-Franklin), Ross Kelley (Spokane) and Cliff Benson (PSRC).

## Congressional Briefings

Early in the year, staff and board members were actively involved in planning and executing a successful trip to Washington D.C. to discuss freight needs with the entire Congressional Delegation. Senator Jim Kastama was invited to represent the Washington State Legislature in the meetings and did an excellent job of briefing the Delegation on the proposed revenue package being worked in Olympia.

## Transportation Chairman Highlight Freight needs in 2003

Locally sponsored projects on our Strategic Freight Corridors were highlighted during a series of meetings and site visits arranged for Chairman Jim Horn and other interested Senators and Representatives. More than 30 hours were spent with local elected officials, business people, port, trucking, rail and steamship representatives discussing global freight movement over local city streets and county roads. Joining Senator Horn were Senators Prentice, Morton, Finkbeiner and Deccio as well as Representatives Shabro, Flannigan, Wood, Schindler, Hankins, and Skinner. Resource manuals were put together on each project and copies have been given to both the House and Senate staffs to assist them in understanding project needs and goals.

# 2003 Agency & Freight Activities

ACTIVITIES

House Chairman Ed Murray and Senate Chairman Jim Horn provided the Freight Mobility Strategic Investment Board and the freight community with a number of opportunities to acquaint legislative members about the needs of the freight delivery system in our state. Meetings were held in Olympia and Pasco to learn about the project selection process and specific regional needs.

## West Coast Freight Coalition

Efforts to determine whether Washington, Oregon and California can work together on freight issues began with a meeting of principals of all three states in June, sponsored by the Cascadia Project. The director and two board members, Mark Asmundson and Andrew Johnsen, attended the meeting. A series of workshops on various topics followed the initial meeting to continue to explore the needs and possibilities. Dan O'Neal also participated in these meetings. It is still undetermined whether the three states can work together and what the benefits would be from such an alliance, but work groups have been formed to tackle specific topics.

## Freight Action Strategy (FAST)

The Freight Board continues to work with the FAST partners in developing the freight corridor that has received national attention. Through a series of meetings the partners have begun to discuss the next steps in the incremental build-out of this important freight corridor. These projects rely on the Legislature to fund the Freight Mobility Board share of their project costs.

## Making the Projects Work

The staff worked to bring together agreements between the railroads and project sponsors dealing with a number of issues from how current projects will be managed to cost saving models for future project designs.

## Cascadia and Translink

In mid-November the Freight Board participated in a panel discussion with participants from Oregon, Washington and British Columbia talking about the lessons that could be learned from a successful freight model like the FAST Corridor and other freight priorities.

## Commit to Compete

Freight Mobility Board staff assisted in the planning efforts for the Governor's Maritime Summit, which explored challenges to Washington's freight competitiveness. Findings and recommendations from the Governor's summit can be found on page 23 of this report.

### The Competition - Major Container Ports in North America

| | | 2002 TEUs |
|---|---|---|
| 1. | Los Angeles | 6,105,863 |
| 2. | Long Beach | 4,524,039 |
| 3. | NY/NJ | 3,749,014 |
| 4. | Oakland | 1,697,618 |
| 5. | Charleston | 1,592,836 |
| **6.** | **Tacoma** | **1,470,834** |
| 7. | Vancouver B.C. | 1,458,242 |
| **8.** | **Seattle** | **1,438,871** |
| 9. | Hampton Roads | 1,437,779 |

# Project Status

**2003** saw the completion of an additional five projects on strategic freight corridors. The project sponsors have worked hard to keep projects moving and have either completed their projects on time or early. In addition, the projects have been constructed on budget or below budget with the savings used to accelerate other freight mobility projects. By working with House and Senate Transportation Committee Chairmen we were able to keep the momentum moving by not allowing surplus funds to sit idle while other freight mobility projects needed to begin.

The long awaited SR 519 Intermodal Access project – Phase 1 was opened this year allowing traffic to move from the Alaska Way port area to I-5 and I-90 via a new connection over the BNSF mainline at Atlantic Street in Seattle. Phase 2, the Royal Brougham segment remains in doubt as design disagreements between the DOT, City of Seattle, sports stadiums, the ports and other partners remain unresolved.

Phase 1 of the 41st Street/Riverfront Parkway project in Everett is completed and Phase 2 is anticipated to begin in the 2005-07 biennium.

The Valley Mall Extension in Union Gap was opened in June a full five months ahead of schedule to the delight of local residents. Initially the project hit a delay in the permitting stage when it was discovered that the project location was part of an ancient Yakama Nation site. Through local efforts, the necessary archeological issues were dealt with and the project made up lost time. This route creates a new improved access from I-82 across the BNSF Stampede Pass line and will eventually be the direct access to Yakima airport.

Pierce County opened 8th Street East in the fall. The new crossing over the BNSF mainline tracks will remove a dangerous road/rail conflict at this busy intersection. Freight rail will be able to move through the congested area without concern for cross traffic coming from the Lake Tapps area. The project has one more phase connecting the route to SR 167, which will involve a crossing of the Union Pacific tracks via an underpass. The next phase is scheduled for the 2005-07 biennium. FMSIB has already secured partnership funds from the Union Pacific Railroad for this project.

Tukwila completed the S. 180th Street project early and on budget this year. The project initially ran into some soil problems early in the construction phase, which threatened to increase project costs, but through the hard work of the Tukwila engineers they were able to overcome the obstacles and complete the project on budget. The project provides a grade separation of the BNSF and UP tracks.

Money saved from one project was used to begin the ITS project in the Duwamish industrial area of Seattle. The ITS project consists of a series of low cost improvements utilizing technology to keep freight moving in this important warehouse/industrial area of the city. Because the improvements are small stand-alone components, we had the ability to put the small amount of savings from a completed project to good use.

With the permission of the House and Senate Chairmen, we were also able to use the savings on a project in Kent to help finalize the right-of-way needed for the Ainsworth project in Pasco that will be ready to go to construction in the spring of 2004 if FMSIB construction funding is provided by the 2004 Legislature.

PROJECT STATUS

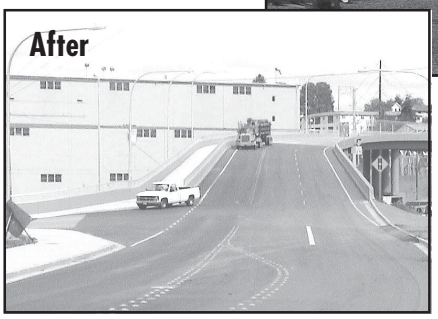
## FUNDED FMSIB PROJECT UPDATE

| Rank | Agency | Region (see legend) | Project Name | Status |
|---|---|---|---|---|
| 1 | WSDOT | PS-F | SR 519 Intermodal Access Project (Phase 1) | Completed |
| 4 | WSDOT | PS-F | SR 509/Port of Tacoma Rd. Grade Separation | Completed |
| 6 | Port of Longview | WW | Port of Longview Alternate Rail Corridor | Completed |
| 8 | Kelso | WW | Allen Street Bridge Replacement | Completed |
| 9 | Port of Everett | PS-F | California St. Overcrossing/ Port of Everett | Completed |
| 11 | Everett | PS-F | 41st St/ Riverfront Parkway (Phase 1) | Completed |
| 12 | Union Gap | EW | Valley Mall Blvd. Extension | Completed |
| 14 | Auburn | PS-F | South 277th St. (BNSF & UPSP) | Completed |
| 16 | Prosser | EW | Wine Country Rd. (Phase 1/2/3) | under construction |
| 19 | Auburn | PS-F | 3rd St. SW/BNSF | Completed |
| 22 | Pierce County | PS-F | 8th St. East / BNSF Mainline Grade Separation | Completed |
| 23 | Tukwila | PS-F | S. 180th St. Grade Separation | Completed |
| 28 | Port of Kalama | WW | Port of Kalama Industrial Park Bridge | Completed |
| 30 | WSDOT | PS | SR 18 Weyerhauser Way to SR 167 Truck Lane | Completed |
| H | Longview | WW | SR 432 Short Term Improvement/3rd Ave Off Ramp | Completed |
| 37 | Seattle | PS | Duwamish Intelligent Transportation (ITS) phase 1 | under construction |

PROJECT STATUS

# BETTER THAN ON TIME

**California Street – Everett** – A new truck access route into the Port of Everett. A grade separation of the Burlington Northern tracks allowing for the closure of three at grade crossings.


**Opened May 2003**
**On Budget – One Month Early**



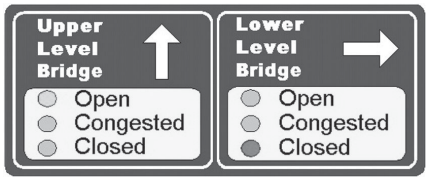
**8th Street – Pierce County** – A grade separation of the Burlington Northern Santa Fe Mainline and creation of a new east-west vehicle route in north Pierce County between Auburn and Sumner.

**Opened October 2003**
**Under Budget – On Time**

**Duwamish ITS improvements – Seattle**

Small savings from one of the earlier freight projects was used to advance the ITS project in the heavily industrialized Duwamish waterway area in south Seattle. The project will begin to improve the flow of freight within the area and traveling to the Port of Seattle.

**Phase I in progress**



# AND ON BUDGET

PROJECT STATUS


**Valley Mall Blvd - Union Gap –** A grade separation project over the BNSF Stampede Pass line improving mobility for S. Yakima general and freight traffic. When the final phase is constructed, this route will be the new access route to the Yakima Airport.

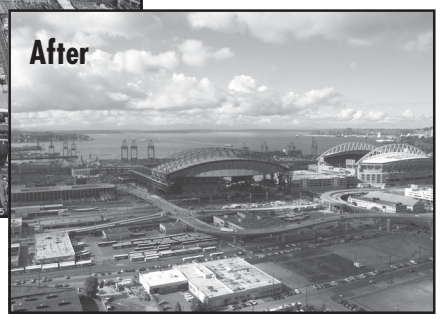

**Opened June 2003**
**On Budget – 5 Months Early**

**S. 180th St –Tukwila –** Grade separation of both the Burlington Northern Santa Fe and Union Pacific mainlines in the congested Tukwila warehouse and manufacturing areas. The project also provides safety improvements for the thousands of motorists who travel this route daily.



**Opened July 2003**
**On Budget – 2 months Early**


**SR 519 – Atlantic St. – Seattle –** The new route provides a direct connection from Alaskan Way and the dock area to I-90 and I-5. The ramp is a grade separation of the Burlington Northern Santa Fe mainline located between Safeco Field & the parking garage.




**Opened October 2003**
**On Budget – On Time**

THE STATE OF FREIGHT


## The State of Freight in Washington State

Per capita, Washington State is the most trade dependent state in the nation. It is therefore imperative that we understand the relationship of the ports, railroads, trucking and shipping interests to each other and the role they are playing in keeping Washington State competitive. As our state and local governments partner with the private sector to improve Washington's freight mobility climate, we need to monitor the health of the industries we rely on to deliver our goods.

The Freight Mobility Strategic Investment Board has asked some of our major partners to report on their current status as a way of educating all who are interested in moving commerce in Washington State. The following pages provide a brief description of current trucking, rail and port activities within Washington.

## Trucking

Just as general traffic volumes have grown, so too has commercial trucking. Since 1992/3 truck trips on I-5 have increased 94%, on I-90 by 72% and on SR 395 by 172%. * The leading reasons for the increase have been strong consumer demand for products, just-in-time delivery that views the highway system as their conveyor


belt, and general traffic congestion that requires more trucks to be on the road to deliver the same amount of freight as they were able to before the delays negatively impacted schedules. In 2002 there were five million truck trips that originated in Western Washington and 1.2 million trips that originated in Eastern Washington. *

Low unit cost/ high volume agricultural products need to move from fields to markets efficiently. The wheat industry moved their product to market using trucks 70.6% of the time. Truck/barge intermodal movements accounted for 54.4% of the trips. The Barley growers had a similar story with 72.6% of their crops moved by truck. Intermodal truck/barge operations accounted for 33.1% of the total and 26.2% of the barley was trucked directly to market.* The majority of wheat (85.3%) and barley (82%) shipments go down the Columbia River to ocean elevators and are shipped out of ports in Southwest Washington and Portland, Oregon. *

**FHWA estimates that 71% of all freight travels by truck. That percentage is estimated to increase to 75% by 2020.**

The growth of the $2.4 billion wine industry in Washington from 19 wineries in 1981 to more than 200 wineries today also generates increased truck demand. Trucks and tanker trucks must move grapes from field to wineries and from wineries to global markets. Wine grapes and finished wine are transported in van style truck trailers and bulk wine by tanker trucks. The increase in wine production has also created challenges to Washington's transportation network and increased truck volumes on Central Washington roads.

**2002 – Daily Truck Trips**

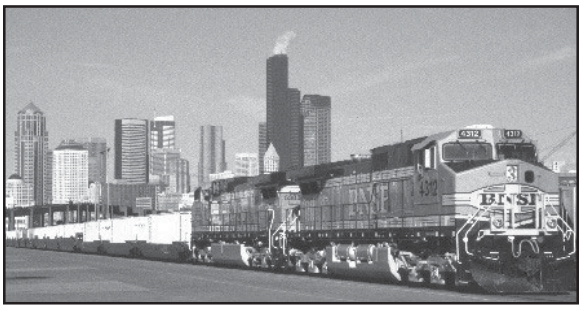
| | |
|---|---|
| I-5 | 15,314 |
| I-90 | 5,070 |
| SR 395 | 3,283 |

*SFTA 2002 data

**Myth:** Truck climbing lanes benefit freight mobility.
**Fact:** Truck climbing lanes allow other vehicles to go around slow moving trucks.

*SFTA 2002 data

# Rail




## Burlington Northern Santa Fe Railway in Washington State

The Burlington Northern and Santa Fe Railway Company (BNSF), through its predecessor companies, played a major role in the early development of Washington State. BNSF's predecessors, Great Northern Railway, Northern Pacific Railroad and Spokane, Portland and Seattle Railway, were attracted to this region with visions of great optimism. Railroad operations began in Washington in 1873 as the vast acres of timber, agriculture and industrial potential combined with deep-water harbors and massive waterways created an ideal opportunity for early railroad pioneers. In fact, in 1896 James J. Hill (the "Empire Builder" and in control of the Great Northern Railway) negotiated an agreement with Nippon Yusen Kaisha (NYK) to establish the first direct passenger and freight service between Seattle and the Orient. This steamship service linked with rail service formed the beginning of Seattle's role in handling the movement of worldwide cargo.

BNSF operates the largest rail network in Washington State with 1,721 track miles, 3,387 employees and a payroll in excess of $161 million. On an annual basis, BNSF pays approximately $17 million in taxes to the State of Washington. BNSF serves all major ports including those in Everett, Seattle, Tacoma, Longview, Kalama, Vancouver and Pasco. BNSF's Northwest Division is headquartered in Seattle. It has major rail yards in Auburn, Bellingham, Centralia, Everett, Pasco, Seattle, Spokane, Tacoma, Vancouver, Wenatchee, Wishram and Yakima; intermodal hub centers in Seattle and Spokane; crew change points at Wenatchee, Spokane and Pasco; and shops in Seattle, Spokane and Vancouver.

BNSF operates three main line East-West routes in Washington State: the Columbia River Gorge, Stampede Pass and Stevens Pass routes, and a major North-South route connecting Vancouver, BC, and Portland, Oregon. BNSF serves customers in all corners of the state moving everything from airplanes to wood products.

The largest commodities BNSF moves in Washington are grain, intermodal, lumber, automobiles, ore, aluminum, zinc and copper. In 2002 there were 535,033 carloads originated and 704,415 carloads terminated in Washington, both figures up slightly from 2001.

Between 1996 and 2002 BNSF made major capital investments systemwide totaling $14 billion, a significant amount of which brought improvements to the Pacific Northwest. In addition to acquiring state-of-the art railcars and locomotives, these improvements increased the capacity of rail yards, added double tracking, increased and enlarged sidings, and included dramatic capacity-increasing projects like reopening Stampede Pass. Aside from these capital investments, BNSF has routine maintenance costs in Washington State ranging between $50 million and $100 million annually, replacing ties, ballast and rails, repairing slide and flood damage, maintaining and repairing grade crossing safety devices, for example.

In 1996 BNSF reopened Stampede Pass at a cost of $160 million.

## Union Pacific Railroad in Washington State

The process of building the nation's first transcontinental railroad began on July 1, 1861 when President Lincoln signed the Pacific Railway Act. This effort was realized on May 10, 1896 with the driving of the golden spike, connecting the Union Pacific and Central Pacific at Promotory, Utah. With the completion of the Transcontinental Railroad, Union Pacific began looking for its own route to the Pacific Ocean through the Pacific Northwest. Although Union Pacific and its predecessors built a line to the West Coast on the south side of the Columbia River, the fertile land of Eastern Washington and access to the Ports of Tacoma and Seattle were key to Union Pacific's growth in the 1800s and remain so today.

Union Pacific Railroad, the largest railroad in North America, serves the State of Washington with two north-south main lines. Washington is connected to the Canadian rail system by UP's mainline in Northeastern Oregon through Spokane to the border at Eastport, Idaho. In Western Washington, Union Pacific connects Portland with the important Ports of Seattle, Tacoma, and Kalama.

Union Pacific has 557 miles of track in the State of Washington. The company employs 330 statewide, generating an annual payroll of $20 million. Since 1996 Union Pacific has invested approximately $16 billion in capitol improvements across its 23-state system. Many of these dollars have been invested in the Pacific Northwest and the State of Washington.

Major commodities handled by Union Pacific in the state include lumber, fruits, automobiles and trucks, manufactured products, grain, chemicals, and import-export consumer products. Union Pacific moves export soda ash and grain to Kalama and handles consumer products on double-stack trains from Seattle and Tacoma. One of the more unique services provided by the railroad is the movement of municipal trash from Seattle to a landfill in Eastern Oregon. Three of Union Pacific's top customers in Washington are Peavey, American President Lines, and Cargill. Union Pacific maintains terminal facilities in Seattle and Spokane.

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Both the Union Pacific and the Burlington Northern Sante Fe railroads continue to commit financial assistance to key freight mobility projects and have been working with us on a plan to save about $4 million of project cost on a project in Kent. If the proposal is successful, the approach and additional savings can be realized in the future by a number of similar grade separation projects.

**Myth:** Dollars spent on passenger rail benefit freight rail.
**Fact:** Dollars spent on passenger rail help offset the loss of capacity to the freight rail system by having passenger trains on the line. These funds attempt to restore the freight capacity to previous existing levels.

# Two Puget Sound Ports investing more

## Ports

The Ports of Seattle and Tacoma recognize that transportation efficiencies in the Puget Sound area are a key competitive advantage when moving international containerized freight. Both ports have invested millions of dollars in terminal improvements – such as on-dock-rail – and have directly contributed over $40 million to grade separation projects that remove choke points in the rail and highway system between Tacoma and Everett. Both ports are well positioned for growth as import volumes from Asia to the U.S. continue to increase.

**In 1988 the Port of Tacoma had 19,000 jobs related to port activity. Today, more than 28,400 jobs in Pierce County are related to port activities at an average salary of $47,000 per year.**

Maintaining a smooth flow of trade is essential to the economy of the entire state. The growing container volumes provide favorable rates for exporting Washington State's commodities to Asian markets. One-in-four jobs in Washington State is related to international trade. In Pierce County alone, 28,000 jobs are related to activities at the Port of Tacoma at an average wage of $47,000. Port of Seattle studies indicate 36,000 jobs are related to Seattle's seaport activity with an average wage of $49,000.

**"Washington State is forturnate to have natural trade advantages such as deep-water ports and close geographic proximity to Asia. These benefits are diminished, though, if the flow of freight on and off our docks is hampered by inland congestion. Our state's ability to compete in the international trade arena depends upon a shared commitment by the State of Washington, the ports and other key funding partners to ensure the efficient flow of trade by alleviating freight and highway choke points along our strategic trade corridors."**

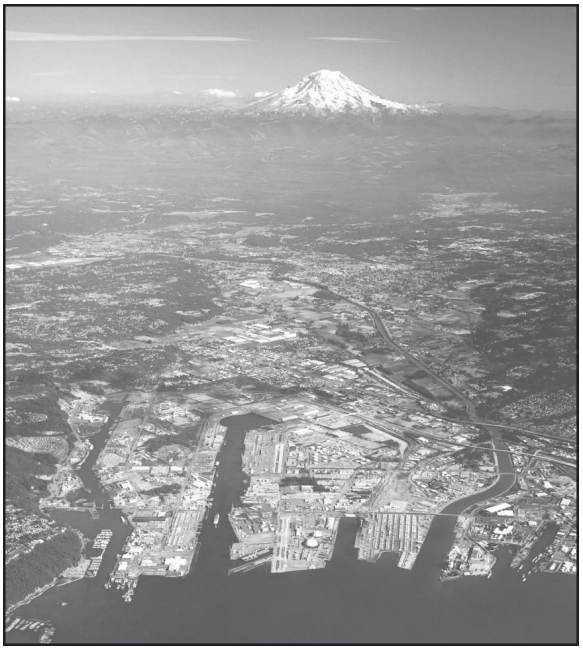
**Andrea Riniker**
**Executive Director, Port of Tacoma**

### Port of Tacoma

The Port of Tacoma has experienced steadily increasing growth and, for the third year, is the largest container port in the Pacific Northwest. Volume in 2003 is expected to exceed 1.6 million TEU's, or a 9% increase over 2002. A major factor in this growth is the commitment by Evergreen Line to direct more cargo through the Port of Tacoma.

This growth has spurred construction of the new Pierce County Terminal for the Evergreen Line. The first phase of the project is 171 acres and it is scheduled to open in January 2005. Total capital costs associated with the entire project are estimated at approximately $210 million and nearly 1,800 construction jobs will be created over the next two years. When Phase two is completed, the 237 acre facility will be the largest single container terminal north of L.A./Long Beach. The new terminal alone will be able to handle 1.2 million TEU's in addition to the capacity at the other Port of Tacoma facilities.

**Port related jobs generate $471 million in annual wages in Pierce County. Port activities generate more than $77 million in Washington state and local taxes.**

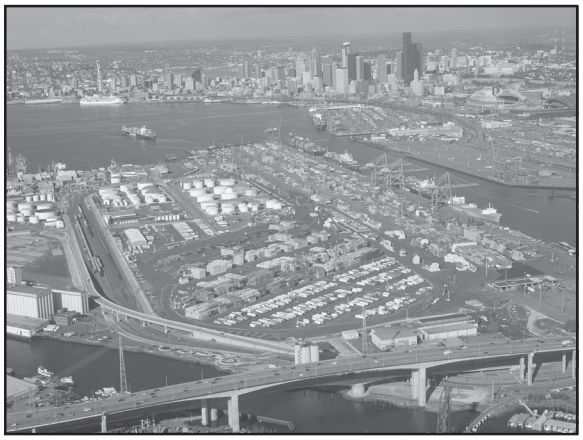


# than $1 Billion to remain Competitive



## Port of Seattle

Well positioned for growth in international trade volumes, Seattle has invested more than $600 million to expand and modernize Terminals 5 and 18 and is currently investing an additional $71 million to modernize Terminal 46. On-dock rail yards at Terminals 5 and 18 each have the capacity to load two stack trains (54 five-platform railcars) and both terminals feature truck overpasses to allow trucks and trains to simultaneously access the terminals. Terminal 46, leased to Hanjin, functions like a third mega terminal due to the close proximity of BNSF's Seattle International Gateway intermodal yard. Three new giant container cranes arrived at Terminal 46 from China this year as part of the Port's long-term commitment to the container business.



*Terminal 18 Port of Seattle* *photo courtesy of Don Wilson*

Container volumes in the Seattle harbor are expected to increase 5% to 1.51 million TEUs in 2003 and importers and exporters have ranked Seattle as the top seaport for productivity and reliability[1]. With three modernized and efficient mega-terminals, the Port of Seattle now has the capacity to double its current container volume to three million units. Seattle's added capacity and fast and efficient intermodal connections are key elements to attract new cargo business.

"Freight mobility projects, whether on locally-owned or state-owned roads, are of key importance to Washington's trade future. Our ports are putting money into both; we need state money, as well, for both kinds of projects to sharpen our ability to compete globally."

M.R. Dinsmore
CEO, Port of Seattle

**U.S. Exports and Imports by Washington's Ports4**

| Port Name | EXPORTS Total SWT (1,000 metric tons) | Total Value (million $) | IMPORTS Total SWT (1,000 metric tons) | Total Value (million $) |
|---|---|---|---|---|
| Seattle | 4,715.8 | 5.3 Billion | 6,722.1 | 18.5 Billion |
| Tacoma | 7,112.8 | 4,256.0 | 3,325.1 | 14,394.4 |
| Aberdeen-Hoquiam | 436.3 | 66.1 | 314.2 | 87.6 |
| Bellingham | 826.0 | 190.8 | 848.9 | 160.3 |
| Everett | 93.3 | 21.6 | 77.4 | 45.2 |
| Port Angeles | 373.6 | 59.9 | 256.5 | 37.5 |
| Anacortes | 979.4 | 145.4 | 1,146.6 | 178.0 |
| Friday Harbor | 0.6 | 4.4 | 7.7 | 16.7 |
| Olympia | 46.5 | 9.9 | 25.9 | 2.1 |
| Neah Bay | | | 0.02 | 0.06 |
| Longview | 3,130.3 | 627.3 | 586.3 | 104.8 |
| Vancouver | 4,111.7 | 602.9 | 628.9 | 1,072.2 |
| Kalama | 4,615.6 | 653.5 | 162.5 | 47.1 |
| Total Washington | 28,060.0 | 11,935.4 | 14,421.9 | 39,444.0 |
| Total US | 196,306.5 | 65,949.0 | 829,958.7 | 523,084.3 |
| WA Share of Total US | 14.3% | 18.1% | 1.7% | 7.5% |

Source: U.S. Maritime Administration

The Port of Seattle has the capacity to double its current container volume to three million units.

Seattle has invested more than $600 million in recent container terminal expansions and is spending another $71 million on modernizing a third mega-terminal.

[1] Marine Digest and Cargo Business News 2003 readers poll.

STATE OF FREIGHT

## Industry

Boeing, like many other manufacturing companies rely on just-in-time deliveries for assembling aircraft. The parts come from a number of different locations, both within Washington and out of Washington for final assembly by air, sea, road and rail. The most cost effective mode is selected that can handle the sometimes unique and outsized parts. As manufacturing and assembly businesses like Boeing streamline their operations, it frequently has an impact on the transportation system. (just-in-time delivery, receiving area moved to assembly floor, installation of on premises rail). Investments in the freight mobility network requires cooperation and ongoing dialogue with the private sector to assure that the investments will truly improve the flow of freight and assist our industries in holding transportation costs down. The Freight Mobility Board continues to work with the private sector as a bridge between the needs of the private sector with the decisions being made by the public sector.

**Where Boeing parts come from within Washington**

| | |
|---|---|
| • Eastern Washington | 6.1% |
| • Northwest Washington (Everett North) | 24.1% |
| • Seattle | 13.9% |
| • East-side | 10.4% |
| • Penninsula | 1.4% |
| • Green River Valley (South of Renton) | 43.9% |

Businesses make their decisions on whether to ship by rail, truck, barge, ship or air based upon cost and whether products need to be at their destination by a specific day and time. Flowers are an example of a product that needs to get to market quickly while hay is a low unit cost product that can only compete if transportation costs are reasonable.

The product itself dictates some decisions. If it is too heavy for roadways, it must go by rail or vessel. If an agricultural product cannot withstand the motion on a train, it must go by truck or barge. Some people have suggested that government should encourage more shipments by rail to minimize pavement wear by trucks, however, no one in the freight delivery business believes that anything more than a slight incremental shift will occur among the modes. The real challenge is that freight volumes are expected to double by 2020 and each of the modes is expected to carry twice their current share as volumes increase.

## Northwest Maritime Trade Summit

On November 12, 2003, approximately 175 representatives from government and industry joined in the first Northwest Maritime Trade Summit. This meeting, which was held at the Bell Harbor Conference Center in Seattle, fulfilled two key goals: it helped to raise the level of awareness of the critical role maritime trade plays in our economy and it provided a forum for discussion and adoption of a series of policy recommendations designed to sustain and strengthen maritime trade competitiveness in the Pacific Northwest.

In addition to opening remarks by Governor Gary Locke, presentations were given by Jon Hemingway, President and CEO of SSA Marine; Marcel Chang, Chairman of Evergreen America Corporation; and many other leaders in the maritime industry and in federal, state, and local governments.

A significant portion of the summit involved a roundtable discussion on a series of proposed policy recommendations developed by the maritime community. These policy recommendations were all supported. In addition, the policy discussion panel endorsed the following list of key themes to pursue:

## Commit to Compete

- We must raise the profile of freight mobility in transportation.
- We must ensure a level playing field for regulatory efforts in security and environmental protection. Where appropriate, we should follow the current regulatory hierarchy: international and federal protocols first, then regional and state regulation. Regulatory actions taken in isolation often leads to competitive disadvantages.
- Infrastructure investment to remove barriers to freight mobility are essential, and should be based on sound data and planning. Regional and statewide planning should include a vision for freight transportation and maritime trade.
- The state should take a greater role in advocating for maritime trade by collecting valuable data and information and serving as a catalyst for competitiveness.

The following is a list of the specific policy recommendations supported by the summit:

### Infrastructure Investment to Remove Freight Mobility Barriers

- Greater programmatic commitment is needed to fund freight corridor priorities. Expedite the movement of international cargo by placing a road capacity priority for freight traffic.
- Dedicate a source of state funding for freight mobility projects.
- Include in the Regional Transportation Investment District (RTID) a dedicated freight mobility allocation for priority projects.
- Partner federal, state, and private sector funding to address mainline railroad capacity problems / chokepoints, based on proposed new eligibility in TEA-21 reauthorization.

### Federal Maintenance Dredging and Channel Deepening

- Appropriate funding for Columbia River channel deepening and Snake River maintenance dredging.
- Federal maritime-related fees should be appropriated from trust funds to fund priority navigation needs.

### Federal Highway Reauthorization

- Expand "intermodal connector" funding and eligibility for road and grade separations. Dedicate federal funding for freight corridors of national significance.
- Authorize federal funding for major rail projects that support intermodal rail capacity and sustain multiple gateways for national emergencies.

### Environmental Issues and Permitting

- Snake River dams provide critical transportation, agricultural, energy, and other benefits and should not be breached.
- State and regional marine environmental permitting and other regulatory efforts should work in concert with international and federal protocols. Avoid redundant or overlapping regulations for ballast water, air emissions, and other ship operational issues.
- Use fact-based measurements to identify marine safety successes and concerns; then work with industry, regional partners, and the federal government to address them.
- A special permit-streamlining category for projects of statewide economic significance should be established. Once that designation has been determined, the project is put on a regulatory "fast-track." This could include special siting / permitting for strategic trade projects, through a new "Priority Infrastructure Siting Council."

### Enhanced Knowledge, Resources, and Advocacy

- Develop freight transportation and commodity expertise, marketing data, and resources in Washington State.
- Create a state maritime office(r) at the Office of Community, Trade, and Economic Development (or other state agency).
- Create a federal "center of excellence" in freight mobility in Washington State, as part of TEA-21 reauthorization.

### General Competitiveness Issues

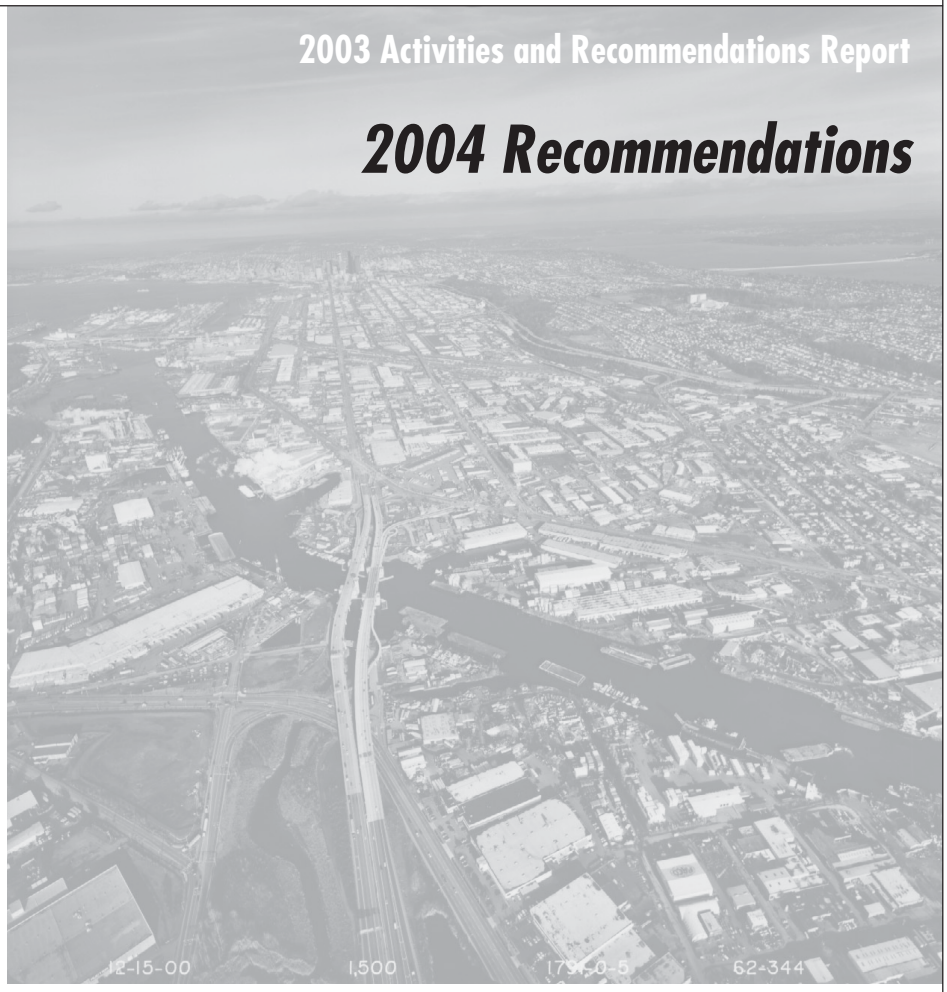
- Industrial port lands are of statewide and national economic significance and should be protected from residential encroachment, or "gentrification."
- Work with federal authorities to ensure security measures are implemented in an equitable manner that does not unnecessarily burden one port over another.
- Avoid fees on discretionary cargo.

The maritime industry and others will pursue these policy recommendations with the State Congressional Delegation, the Washington State Legislature, and other appropriate government jurisdictions.

RECOMMENDATIONS

State of Washington

# Freight Mobility Strategic Investment Board



## Project Funding

**1.** The Board respectfully requests funding for the 2004 list of projects in order to maintain the momentum of building out strategic freight corridors and assuring that partnership dollars are not jeopardized. The projects listed on page 28 have all partnership funding in place and are ready to go to construction in the current biennium.

### Dedicated Freight Funding

**2.** While the board has been very successful in working with partnerships to construct much needed freight corridor projects, the lack of a predictable ongoing revenue stream has made the job more difficult. The Freight Mobility Board was created with a dedicated funding source to assure partners that match money would be provided if they would commit their funds to projects. The passage of an initiative in 1999 eliminated the dedicated funding source. The Board asks the Legislature to reestablish the state's financial commitment to the Freight Mobility Strategic Investment Board's projects.

### Comprehensive Freight Investment Strategy

**4.** Freight transportation planning is done by numerous state and local jurisdictions as well as by the private sector on varying timelines. There is currently no single statewide agency measuring the needs and identifying the 10-year freight requirements in our State that includes all modes and all segments that are in public and private ownership. While the Washington Transportation Plan (WTP) includes some components of the freight network it cannot include all state, city, county and private sector needs. Furthermore it must, by law, be constrained by available dollars and competing transportation priorities. The FMSIB believes that the importance of the freight mobility system in our state is too significant to the state's economy to not be viewed in its entirety prior to making policy and budget decisions.

The Board asks the Legislature to authorize and fund the creation of a Comprehensive Freight Investment Strategy for Washington State that is not encumbered by existing revenue but measures the full magnitude of the freight mobility deficiencies, which affect both the public and private sector segments. The unbiased plan would be developed by the Freight Mobility Strategic Investment Board as a tool for long range planning by the Legislative Transportation Committee (LTC) and by state, local and regional planning organizations.

FMSIB will work with the Washington State Department of Transportation, the County Road Administration Board, the Association of Cities, the Association of Counties, individual jurisdictions within the state including local MPOs and RTPOs as well as the Burlington Northern Santa Fe Railway, the Union Pacific Railroad, the Washington Trucking Associations, the Washington Ports Association, individual ports as

**THE POLICY ADOPTED IN CHAPTER 47.06A RCW READS:**

"Limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost effectiveness, yield a return on the state's investment, require complementary investments by public and private interests and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources including federal, county, city, port district and private capital."

The Alameda Corridor in California enjoyed more than 10 years of positive publicity even before the corridor was constructed because they had a plan, money was dedicated to the plan and they were working on building the Corridor.

Peter Bennett – K-Line America

well as major agricultural, warehousing, distribution and manufacturing industries. Data from the Strategic Freight Transportation Analysis (SFTA) will be included as well as the Ports Forecasting study. The Board would utilize private sector expertise as well as interagency technical assistance in compiling and assessing the data.

Deficiencies would be placed in prioritized categories to assist policymakers in understanding which priorities are most critical. The Freight Mobility Board would assist in creating the necessary partnerships to address the recognized priorities including working with the private partners on those projects where there is a public benefit.

"FMSIB is succeeding in elevating freight interests in every venue vital to our success as a state and a region. It is integral to our work within central Puget Sound and fundamental in assuring common understanding and focus on the ways freight moves our economy not only here, but in all parts of the state, both for the near term, and over the long haul."

Mary McCumber
Executive Director
Puget Sound Regional Council

# 2004 RECOMMENDATIONS



## FMSIB 2004 PROJECT RECOMMENDATIONS

| Rank | Agency | Region | Project Name | Current Cost ($ millions) | FMSIB Share ($ millions) | Cash Flow (2003-2005) | Leg Dist | Projected Start | Project Completion |
|---|---|---|---|---|---|---|---|---|---|
| **CONSTRUCTION** | | | | | | | | | |
| 17 | Port of Pasco | EW | SR 397 Ainsworth Ave. Grade Crossing | **8.35** | **5.18** | **4.65** | **8,16** | **2004/Aug** | **2005/Aug** |
| 24 | Colville | EW | Colville Alternate Truck Route | **5.50** | **2.00** | **2.00** | **7** | **2004/Mar** | **2004/Oct** |
| * 35 | Kent | PS-F | S 228th Street Extension & Grade Separation | **72.00** | **8.50** | **2.00** | **30,33,47** | **2004/Apr** | **2007/Dec** |
| * 37 | Seattle | PS-F | Duwamish Intelligent Transportation Systems (ITS) | **7.21** | **2.50** | **0.45** | **11,34,37** | **in progress** | **2004/Dec** |
| 41 | Port of Kalama | WW | Grain Terminal Track Improvements | **2.50** | **1.25** | **1.25** | **17,19,49** | **in progress** | **2004/Dec** |
| 48 | Spokane County | EW | Bigelow Gulch Road - Urban Boundary to Argonne Rd | **9.45** | **2.00** | **0.50** | **3,4,6** | **2005/Feb** | **2006/Aug** |
| * 56 | Fife | PS | Pacific Hwy E/Port of Tacoma Rd to Alexander Ave | **3.29** | **0.75** | **0.75** | **27** | **2004/Sep** | **2005/Dec** |
| | | | **Sub-Totals** | **108.30** | **22.18** | **11.60** | | | |
| | | | | | | | | | |
| **RIGHT-OF-WAY** | | | | | | | | | |
| | | | | ($ millions) | ($ millions) | (2003-2005) | | | |
| 54 | Granite Falls | PS | Alternate Truck Route | **18.36** | **5.00** | **1.80** | **39** | **Right-of-way phase only** | |
| | | | | | | | | | |
| | | | **Total Requested** | **126.66** | **27.18** | **13.40** | | | |

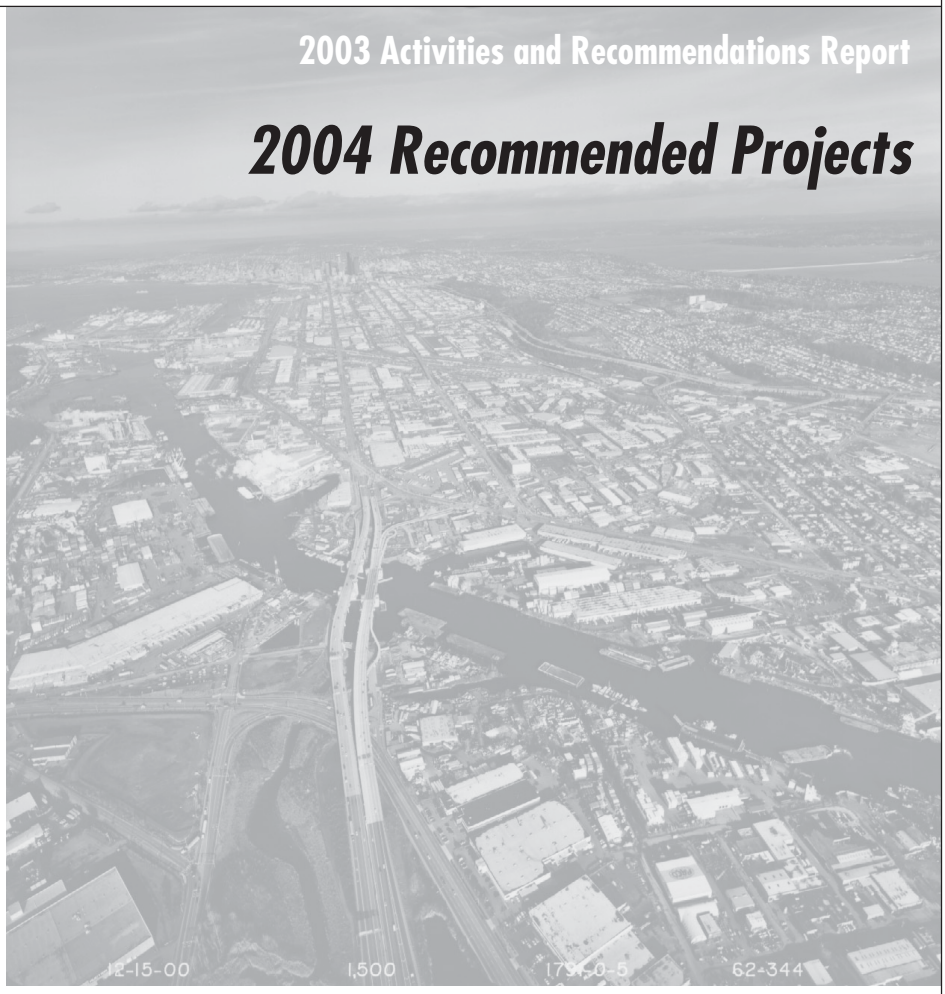
* Projects in Central Puget Sound

State of Washington

# Freight Mobility Strategic Investment Board

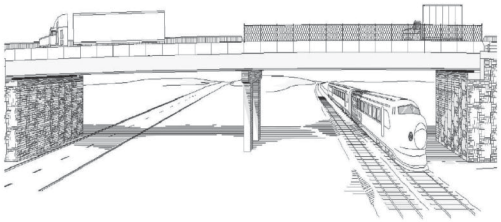
2003 Activities and Recommendations Report

## *2004 Recommended Projects*




RECOMMENDED PROJECTS

# SR 397 Ainsworth Grade Crossing
# Pasco



## Project Description

SR 397 Ainsworth Avenue is a major freight corridor supporting chemical and heavy equipment manufacturing, vegetable processing and cold storage facilities, grain shipping terminals, and large scale warehousing. The project will improve freight mobility of goods along this route by adding a grade separation over the BNSF mainline rail. The grade separation will create unimpeded access to the interstate system and the Port of Pasco's multi-modal barge and rail terminal.

SR 397 crosses the BNSF tracks where the Stampede Pass and Columbia Gorge rail lines are joined. Approximately 50 trains per day bisect SR 397. The overpass structure will span both the BNSF mainline and a local collector. Two 12-foot traffic lanes will be constructed, along with a 7-foot pedestrian sidewalk. The sidewalk will provide a link for the Sacagawea Heritage Trail, a regional 22-mile riverfront trail, to safely cross the railroad tracks.

## Project Status

The first phase of the project, relocation of a sewage lift station has been completed. The second phase of the project – construction of the overpass – is now underway. Permitting and design were completed in 2003, right-of-way acquisition is now in progress, and construction is expected to begin in Fall of 2004.

| TASK | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|
| Permitting | complete | | | |
| Design | complete | | | |
| ROW | ▬ | ▬ | | |
| Construction | | ▬ | ▬ | |

## Summary of Benefits

- Reduces truck and general-purpose delay caused by 40+ trains per day.
- Improves access to multimodal and intermodal Port facilities.
- Improves access to regional manufacturing and agricultural distribution centers.
- Increases efficiency of BNSF freight movement by elimination of grade crossing maintenance delays.
- Adds unimpeded emergency vehicle access to section of city that can be entirely blocked by trains.

## Funding Status

The total project cost is $8.3 million. Of this, $3.1 million has been identified and committed from the following sources: City of Pasco; Port of Pasco; TEA-21; WSDOT; TIB; and BNSF. The remainder of the funding, $5.2 million, has been identified, but not committed, from FMSIB.

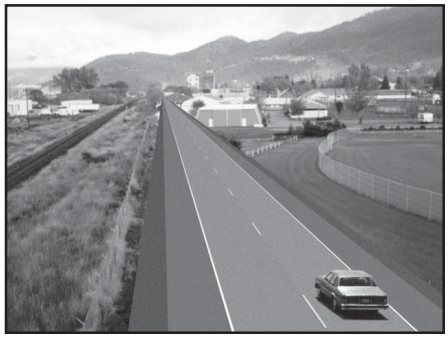
## Project Lead

City of Pasco

| Funding Source | Contribution ($ millions) |
|---|---|
| City of Pasco | 1.0 |
| Port of Pasco | 0.5 |
| TEA-21 | 0.4 |
| WSDOT | 0.1 |
| TIB | 1.0 |
| BNSF | 0.1 |
| Freight Mobility Strategic Investment Board (not committed) | 5.2 |
| **Total Funding** | **8.3** |

# Colville Alternate Truck Route
# Colville

## Project Description



US395 currently bisects the City of Colville, and serves as the Main Street of the city. There has been an annual increase in traffic of 3.5% for the past several years, including heavy freight. The route collects traffic from 4 border crossings and is the principal route for regional truck movements traveling north and west of Colville and south to Spokane and beyond. It also connects for east and west bound freight utilizing SR20. The principal freight movement in the area is lumber and wood chips, fabricated metal, metal stock, chiller equipment and wood stoves. Increasing freight traffic has degraded the downtown area by making pedestrian and shopper parking difficult. It has also degraded the environment due to air pollution caused by winter sand tracked into the city and due to diesel emissions caused by the stop and go nature of the route through the city. The City risks an USEPA imposed non - attainment status due to the air quality problem. The City has worked with local citizens (Colville 2000 Committee) in developing a multiple-phase plan for improving this part of the US395 corridor. The last major phase of the project is the construction of an Alternate Truck Route along the western boundary of the city, designed to reroute the heavy truck traffic off the Main Street of Colville. The first phases of the Colville 2000 project have been completed, including a modern roundabout at the south end of Colville that will serve as the south terminus for the Truck Route.

## Project Status

Preliminary design work was completed in 2001. Right of way acquisition, final design and construction are dependent on funding. The proposed schedule, assuming obligation of the FMSIB funds, is as follows:

| TASK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|
| Pre Eng. & Env | | | | | | |
| ROW | | | | | | |
| Design | | | | | | |
| Construction | | | | | | |

## Summary of Benefits

- Enhances freight mobility by providing a needed alternate for freight traffic seeking to traverse Colville and for freight traffic originating in the industrial west side of the City.
- Reduces lost time and fuel consumption by routing around four traffic signals.
- Reduces pedestrian and parking conflicts in the downtown core area.
- Reduces air pollution by minimizing tracking of road sand to the downtown area and by reducing stop and go motions at traffic signals.
- Enhances freight delivery to the industrial west side of the City.

## Funding Status

Funding has been retained from the Colville 2000 project to complete design engineering and preliminary ROW acquisition activities. Funding is from STPR and TIB Federal Match programs. Significant ROW donations are anticipated for the route from City and County owned property.

| Funding Source | Contribution ($ millions) |
|---|---|
| City of Colville - project lead | 0.17 |
| Freight Mobility Strategic Investment Board | 2.00 |
| Tea 21 STPR | 0.10 |
| Next TEA High Priority | 2.64 |
| TIB Federal Match | 0.20 |
| **Total Funding** | **5.50** |

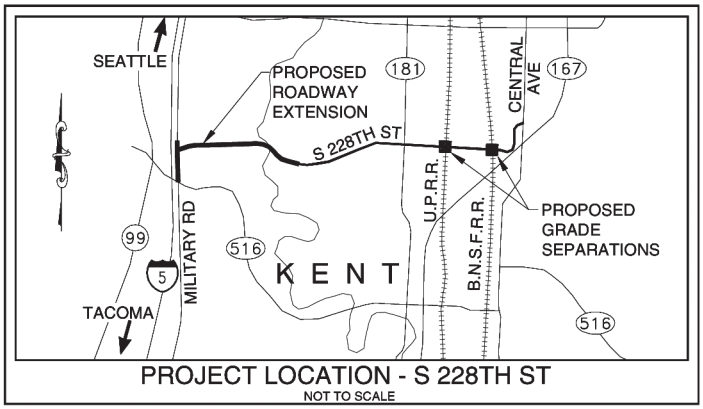
## Project Lead

City of Colville

# S 228th Street Extension and Grade Separation
# Kent

## Project Description

The S. 228th Street Extension and Grade Separation will provide a key freight link through Kent's industrial center, from SR 167 to I-5. The S. 228th Street Extension (Phase I) will construct a 5-lanearterial roadway from 64th Avenue S to SR 516, via Military Road. The new roadway will provide a direct route out of the valley warehouse/industrial area to I-5. The railroad grade separations (Phase II) will increase roadway capacity, eliminate rail/auto accidents and allow for higher rail operating speeds on both the UP and BN mainline tracks. This project has been identified as a priority improvement within the FAST Corridor, is on the Freight Mobility Strategic Investment Board's (FMSIB) list of upcoming projects, has secured funding from the Transportation Improvement Board (TIB), and includes a large private sector investment via a Local Improvement District (LID).




## Project Status:

SEPA for the Phase I roadway extension was completed in December 2001. Phase I permits have been applied for and are expected in the coming months, final design is ongoing, and a Value Engineering (VE) study was completed in April 2003. An environmental assessment (EA) for the Phase II grade separations is underway and will be completed in 2003.

| TASK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|
| Pre Eng. & Env | ■ | ■ | ■ | ■ | | | | |
| ROW | | | ■ | ■ | ■ | ■ | | |
| Design | | ■ | ■ | ■ | ■ | ■ | | |
| Construction | | | | | ■ | ■ | ■ | ■ |

## Summary of Benefits

- Provides a critical, grade-separated link through the warehouse/industrial center of Kent
- Links the valley warehouse/industrial center to SR 167 and I-5
- Will be connected directly to SR-509, once funding for that project is secured
- Eliminates at-grade conflicts
- Allows for increased rail speeds
- Assists Sound Transit with plans to increase passenger rail service through the area.

## Funding Status

The S. 228th Street Extension is fully funded. Design, permitting, and right-of-way acquisition are underway. The Phase II grade separations are partially funded. Kent is aggressively searching for additional funding from state and federal sources to complete the project.

## Project Lead

City of Kent

| Funding Source | Contribution ($ millions) |
|---|---|
| City of Kent - Lead Agency | 7.20 |
| Local Improvement District (Private) | 13.70 |
| Freight Mobility Strategic Investment Board | 8.50 |
| TIB | 15.00 |
| BNSF and UP Railroad* | 1.78 |
| FAST | 11.80 |
| Other Sources | 10.02 |
| **Total Projected Cost** | **68.00** |

**Does not include $4-million if shoe-files are required.*

# Duwamish ITS Project
# Seattle

## Intelligent Transportation Systems (ITS)

is the application of state-of-the-art traffic management, communications and data technologies to provide a sophisticated set of tools to address the transportation mobility and safety needs faced by the driving public in the City. ITS is comprised of a number of technologies, including information processing, communications, control and electronics. The Duwamish ITS Program's intent is to install high technology improvements to the City's traffic control system to provide a cost effective means to decrease traffic congestion and travel delay, improve safety and travel time, and to give truck drivers and other drivers timely traffic conditions information so they can make better travel decisions.

*Duwamish ITS Control room.*

The improvements in the initial phase as funded to date include:

- Upgrading traffic signal controllers at 25+ locations
- Installing Closed Circuit Television (CCTV) Cameras at 9 locations
- Installing Variable/Limited and Fixed Message Signs (VMS) at 5 locations
- Installing Traffic Signal Interconnect
- Upgrading Communications for bridge/rail/camera surveillance and control

### Accomplishments to Date

Phase I evaluated the entire Duwamish area in order to identify corridors that could be improved. Specifically, Phase I accomplished the following:

- Evaluated the Arterial Information Project
- Evaluated and prepared conceptual designs for traffic signal system needs
- Evaluated and prepared conceptual designs for CCTV
- Evaluated and prepared conceptual designs for message signs
- Developed a coordinated communications infrastructure plan
- Ranked project elements in preparation for Phase II

## Budget and Funding

Phase 1 is proceeding with available funds from local, Private, FMSIB and federal sources

| Funding Source | Contribution ($ millions) |
|---|---|
| City of Seattle | .769 |
| Freight property owners | 2.50 |
| Private property owners | |
| (South Downtown Foundation) | .10 |
| TEA 21 STP 1999 | 1.66 |
| TEA 21 (1118 funds) | 1.80 |
| King County | .38 |

## Schedule

Phase II, the current phase, focuses on the design and preparation of construction contract for the highest priority elements. Three fast-tracked traffic signal controllers and equipment were already upgraded with private funds. SDOT traffic signal crews will upgrade 16 traffic signal controllers, with the remaining 6 in the Phase II contract. Phase II will go out in bid in the 3rd quarter 2003, with completion expected in 2004. The full project could be implemented by 2006, subject to funding availability.

| TASK | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|---|---|---|---|---|
| Phase 1 | ▬ | | | | |
| Phase 2 | ▬ | ▬ | | | |
| Phase 3 | | | ▬ | ▬ | |

# Grain Terminal Track Improvements
# Port of Kalama

## Project Description

Heavy reliance on rail movement of grain is a critical freight movement concern for Washington State. As the State's second largest industry, agriculture depends on the speed and timing of grain shipments to hold its world position in grain production. With this focus, Port of Kalama has become a world class port for grain movement. More grain is moved through the Port of Kalama than any other port on the West Coast. On average, 6 million metric tons of grain move through Kalama. However, this position and growth jeopardizes the service the Port provides and all N-S rail traffic in Washington. When unit trains arrive to be unloaded, they must be staged in the Longview rail yard and broken into smaller units for offloading. This necessitates the shuttling of cars back and forth over 11 miles of mainline tracks and a key county road. Mainline trains currently are delayed due this movement, and as the grain shipments and the trains per day increase, these delays will be intolerable. This project will eliminate the BNSF mainline conflict and greatly lessen the impact on the county road. The project constructs enough rail to receive a complete unit train and improves rail car unloading. Unit trains will be routed and handled off of the mainline on arrival and only reenter the mainline upon departure. The county road currently has blockages that last up to an hour as the logistics of breaking up and reassembling the unit trains takes place. This seriously disrupts the flow of both private citizens and truck related port traffic. Emergency vehicles must respond by a longer route and efficiency is lost in all operations. The financial and employment impact stretches across the state, with serious consequences if the delays are allowed to create a competitive advantage for other grain growers worldwide.


## Summary of Benefits

The track work necessary for this project will (1) allow increased efficiency at a critical Washington port, the Port of Kalama; (2) Reduce shipping costs for grain growers throughout the state of Washington; (3) Virtually eliminate the delays to the mainline BNSF operations due to activity at the port (4) Enhance the use of the Columbia river for freight movement; and (5) avoid the use of Interstate 5 for the purpose of grain movement.

## Project Status

Design work has been completed. Final plan sets will be developed upon funding of construction. Re-alignment of an existing driveway to serve an industry has been completed.

| TASK | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|---|---|---|---|---|
| Phase 1 | ▬ | | | | |
| Phase 2 | ▬ | ▬ | | | |
| Phase 3 | | | ▬ | ▬ | |

## Funding Status

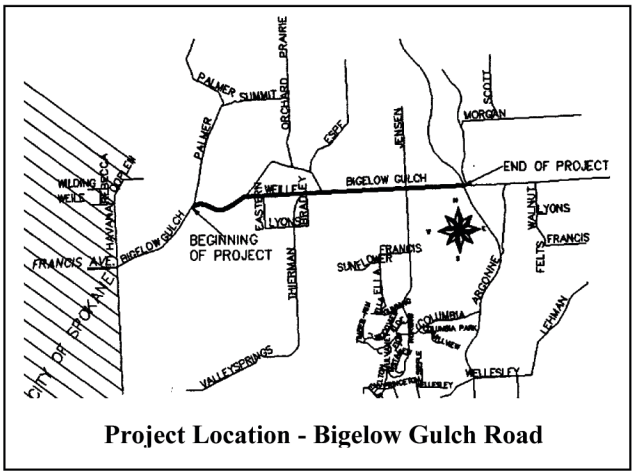
The Port will provide the 50% match. Funds are in the 2004 budget.

| Funding Source | Contribution ($ millions) |
|---|---|
| Port of Kalama (includes United Harvest Company funds) | 1.25 |
| FMSIB | 1.25 |

# Bigelow Gulch Road
# Spokane

## Project Description

This project improves a narrow twolane principal rural arterial, that carries car and truck traffic between Spokane and the City of Spokane Valley. Recent traffic counts show 1,037 trucks daily. The road has substandard grades, intersections and curves. The projectproposes a five-lane section that includes a 12 foot centerturn lane and 8 foot shoulders on each side of the roadway. Truck traffic will have the ability to travel this roadway 15 MPH faster than they do today. Approximately 1,037 trucks will save 26 truck hours per day. Because of thesubstandard curves and grades some trucking firms will not currently permit their drivers to use the facility. Using Spokane City streets results in a ten minute or more delay for trucks traveling distances of more than two miles farther than this essential route provides.



**Project Location - Bigelow Gulch Road**

## Project Status

Preliminary engineering is complete with design and environmental anticipated in 2003 with some ROW acquisition necessary, construction is expected to be completed in 2006.

| TASK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|
| Pre. Eng. & Env | ■ | ■ | ■ | ■ | | |
| ROW | | | | ■ | ■ | |
| Design | | | | ■ | ■ | |
| Construction | | | | | ■ | ■ |

## Summary of Benefits

- Enhance efficiencies in area of intermodal and multimodal activity.
- Reduce truck delay's with lesser grades and gentler curves.
- Increased safety for pedestrians and cyclists as this arterial is on the Regional Bike Plan.
- Increased capacity increases overall congestion.
- When completed the North south Freeway will take traffic to and from this route.
- Will reduce winter closures.

## Funding Status

Funding has been identified from the following source: Spokane County (lead agency), Rural Arterial Program, STPR, STPS, and the Freight Mobility Strategic Investment Program.

| Funding Source | Contribution (S millions) |
|---|---|
| City of Spokane – Project Lead | 1.586 |
| Rural Arterial Program | 3.245 |
| STP (R) | 1.471 |
| STP (S) | .146 |
| Freight Mobility Strategic Board Investment Program | 2.000 |
| **Total Funding** | **8.448** |

## Project Lead

Spokane County

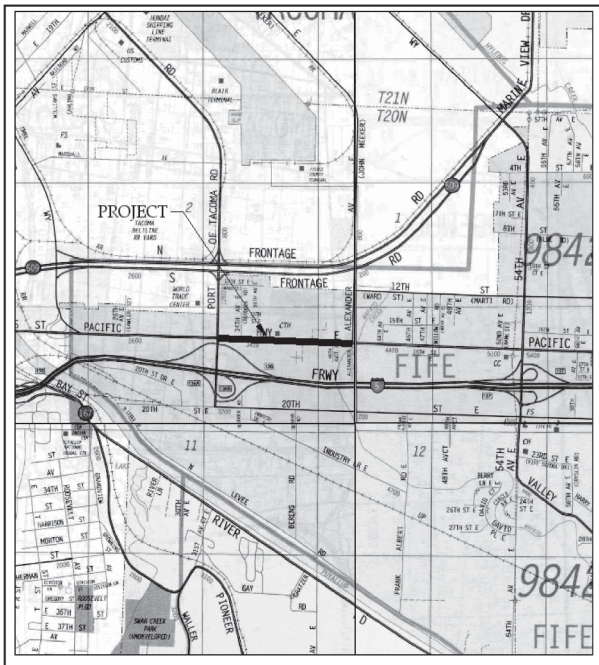
## Project Location

Bigelow Gulch Road

# Pacific Highway East / Port of Tacoma Rd to Alexander Ave
# Fife

## Project Description

This project will provide road and intersection improvements that will improve traffic flow from I-5 to the Port of Tacoma. The project will include widening Pacific Highway East from four lanes to five lanes and include an additional turning lane and signal operations improvements at the intersection of PHE with Port of Tacoma Road. The key improvement will be the addition of a second left turn lane from westbound Pacific Highway East to southbound Port of Tacoma Road. This additional turn lane will permit a reduction in the green time needed for this phase of signal operation and a corresponding increase to the green time for movements north and south on Port of Tacoma Road. A recently completed Design Charrette for the Port of Tacoma Road interchange with I-5 identified a design alignment for the I-5 / POT ramps that will provide an improved level of service for trucks traveling to and from the Port of Tacoma. This project is compatible with and will enhance that future and as-yet unfunded project. The City has completed survey and right-of-way acquisition, has developed the design to a "30 %" level, and has completed a Value Engineering Study which confirmed the need for the above improvements.



**Project Location – PHE / POT**

## Project Status

The project is in the design phase and Construction is expected to begin in the summer of 2004.

| TASK | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|
| Phase 1 | | | | |
| Phase 2 | | | | |

## Summary of Benefits

- Improve operation of recently completed FMSIB project at SR-509 and Port of Tacoma Road
- Expand capacity of existing Port of Tacoma / I-5 Interchange
- Improve reliability of freight mobility
- Improve safety for vehicular traffic and truck traffic
- Improve security of freight to and from the Port of Tacoma
- Improve access to existing industrial areas

## Funding Status

Funding has been identified from the following sources: City of Fife, Washington State Freight Mobility Strategic Investment Board (FMSIB), TIB, and Private Sector

| Funding Source | Contribution ($ millions) |
|---|---|
| City of Fife | 0.62 |
| Freight Funds | 0.25 |
| Freight Mobility Strategic Investment Board (FMSIB) | 0.75 |
| TIB | 1.50 |
| Private Sector Match (Auto Mall and Jag Improvements) | 0.18 |
| **Total Funding** | **3.29** |

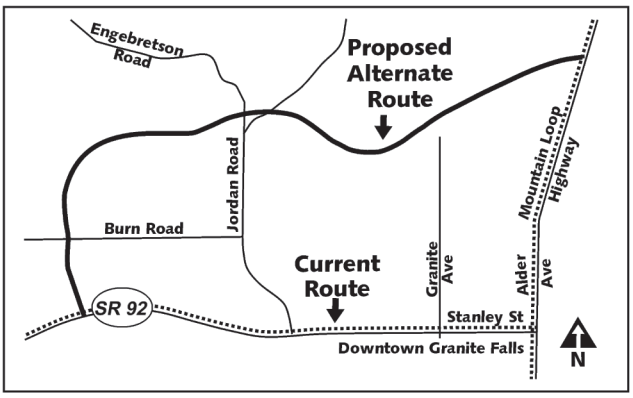
## Project Lead

City of Fife

# Granite Falls Alternate Route
# Snohomish County

## Project Description

This project will provide a safe alternate route for freight traffic traveling east/west along SR 92 through Granite Falls. The route will redirect gravel-laden truck/trailer combinations away from the downtown business district to a bypass north of town. Seven quarries in eastern Snohomish County provide essential gravel and aggregate construction materials for the Puget Sound region. By 2005, two thousand trucks will pass through Granite Falls each day. The conflict between the truck traffic, regular vehicular traffic and pedestrians results in significant freight delays, worsening traffic congestion, noise and air pollution, dangerous crossing conditions for school children and pedestrians, and increased response time for emergency vehicles. By providing an efficient alternate route for freight traffic, the project will restore safety and mobility within the downtown business district. This will, support economic redevelopment within the commercial core and the efficient delivery of construction materials to support economic development throughout the region.




## Project Status

Pre-design work to identify the recommended alternative was completed in 2001. Design and environmental work is underway, and estimated for completion by 2005. Right of way acquisition will begin in 2005, with construction planned for 2007 – 2008.

| TASK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|
| Pre Eng. | | | | | | | | |
| Design/Env. | | | | | | | | |
| ROW | | | | | | | | |
| Construction | | | | | | | | |

## Summary of Benefits

- Reduces travel times and barriers to east/west freight movement in Snohomish County;
- Eliminates the conflict between freight movement and downtown commercial interests in Granite Falls;
- Improves safety and mobility for regular vehicular traffic, emergency vehicles, and pedestrians;
- Reduces air and noise pollution for residents and schools;
- Improves response time and access for emergency vehicles;
- Supports economic redevelopment of the commercial core;
- Restores a sense of community to the citizens of Granite Falls;
- Provides for regional economic development.

## Funding Status

Funding has been identified from the following sources: Snohomish County; Washington State Freight Mobility Strategic Investment Board; TEA 21 STP-Rural Funding, TEA 21 National Corridor and Planning Development Funding; and private quarry contributions.

| Funding Source | Contribution ($ millions) |
|---|---|
| Freight Mobility (FMSIB) | 5.0 |
| Snohomish County | 2.7 |
| Federal Funding | 1.0 |
| Private Funding | 1.4 |
| Other State/Federal Funding | 8.3 |
| **Total Funding** | **18.4** |

## Project Lead

Snohomish County, on behalf of Granite Falls

# 2004 RECOMMENDATIONS



## FMSIB 2004 PROJECT RECOMMENDATIONS

| Rank | Agency | Region | Project Name | Current Cost ($ millions) | FMSIB Share ($ millions) | Cash Flow (2003-2005) | Leg Dist | Projected Start | Project Completion |
|---|---|---|---|---|---|---|---|---|---|
| **CONSTRUCTION** | | | | | | | | | |
| 17 | Port of Pasco | EW | SR 397 Ainsworth Ave. Grade Crossing | **8.35** | **5.18** | **4.65** | **8,16** | **2004/Aug** | **2005/Aug** |
| 24 | Colville | EW | Colville Alternate Truck Route | **5.50** | **2.00** | **2.00** | **7** | **2004/Mar** | **2004/Oct** |
| 35 | Kent | PS-F | S 228th Street Extension & Grade Separation | **72.00** | **8.50** | **2.00** | **30,33,47** | **2004/Apr** | **2007/Dec** |
| 37 | Seattle | PS-F | Duwamish Intelligent Transportation Systems (ITS) | **7.21** | **2.50** | **0.45** | **11,34,37** | **in progress** | **2004/Dec** |
| 41 | Port of Kalama | WW | Grain Terminal Track Improvements | **2.50** | **1.25** | **1.25** | **17,19,49** | **in progress** | **2004/Dec** |
| 48 | Spokane County | EW | Bigelow Gulch Road - Urban Boundary to Argonne Rd | **9.45** | **2.00** | **0.50** | **3,4,6** | **2005/Feb** | **2006/Aug** |
| 56 | Fife | PS | Pacific Hwy E/Port of Tacoma Rd to Alexander Ave | **3.29** | **0.75** | **0.75** | **27** | **2004/Sep** | **2005/Dec** |
| | | | **Sub-Totals** | **108.30** | **22.18** | **11.60** | | | |
| | | | | | | | | | |
| **RIGHT-OF-WAY** | | | | | | | | | |
| | | | | ($ millions) | ($ millions) | (2003-2005) | | | |
| 54 | Granite Falls | PS | Alternate Truck Route | **18.36** | **5.00** | **1.80** | **39** | **Right-of-way phase only** | |
| | | | | | | | | | |
| | | | **Total Requested** | **126.66** | **27.18** | **13.40** | | | |

* Projects in Central Puget Sound